However, because of the general obligation of operators to maintain aircraft in an airworthy condition, this appearance is deceptive. Attributing those costs solely to the issuance of this AD is unrealistic because, in the interest of maintaining safe aircraft, most prudent operators would accomplish the required actions even if they were not required to do so by the AD.

A full cost-benefit analysis has not been accomplished for this AD. As a matter of law, in order to be airworthy, an aircraft must conform to its type design and be in a condition for safe operation. The type design is approved only after the FAA makes a determination that it complies with all applicable airworthiness requirements. In adopting and maintaining those requirements, the FAA has already made the determination that they establish a level of safety that is cost-beneficial. When the FAA, as in this AD, makes a finding of an unsafe condition, this means that the original cost-beneficial level of safety is no longer being achieved and that the required actions are necessary to restore that level of safety. Because this level of safety has already been determined to be cost-beneficial, a full cost-benefit analysis for this AD would be redundant and unnecessary.

Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

94–26–09 Lockhead: Amendment 39–9104. Docket 94–NM–17–AD.

Applicability: Model L–1011–385 series airplanes having serial numbers 193A through 193Y inclusive, 293A through 293F inclusive, and 1002 through 1250 inclusive; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the turbine blade assembly, which could damage the airplane structure and systems, and, under certain circumstances, lead to reduced controllability of the airplane, accomplish the following:

(a) Remove, disassemble, inspect, test, and service the ram air turbine (RAT) in accordance with Lockheed TriStar L–1011 Service Bulletin 093–29–098, dated December 6, 1993; or completely overhaul the RAT in accordance with Chapter 29–21–01 of Dowty Aerospace Hydraulics—Cheltenham Overhaul Manual; at the applicable time specified in either paragraph (a)(1) or (a)(2) of this AD:

Note 1: Overhaul of the RAT in accordance with this paragraph includes replacement of the roller bearing (part number RA56341).

(1) For airplanes on which the RAT has not been serviced or overhauled within 6 years prior to the effective date of this AD: Accomplish the procedures within 2 years after the effective date of this AD.

(2) For airplanes on which the RAT has been serviced or overhauled within 6 years prior to the effective date of this AD in accordance with a method that is equivalent to the procedures described in Dowty Aerospace Hydraulics—Cheltenham Service Bulletin RAT16C10–29–168, dated December 1, 1993: Accomplish the procedures within 8 years after the date of the immediately preceding servicing of the RAT.

(b) Within 24 months after the effective date of this AD, revise the FAA-approved maintenance program to incorporate procedures for servicing of the RAT in accordance with Lockheed TriStar L–1011 Service Bulletin 093–29–098, dated December 6, 1993; or complete overhaul of the RAT in accordance with Chapter 29–21–01 of Dowty Aerospace Hydraulics—Cheltenham Overhaul Manual. One or the other of these actions must be accomplished at intervals not to exceed 8 years.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The servicing actions shall be done in accordance with Lockheed TriStar L–1011 Service Bulletin 093–29–098, dated December 6, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Lockheed Aeronautical Systems Support Company, Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2–160, College Park, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on February 3, 1995.

Issued in Renton, Washington, on December 19, 1994.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–52 Filed 1–3–95; 8:45 am]

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14 CFR Part 71

[Airspace Docket No. 94–AGL–24]

Alteration of VOR Federal Airway V–216

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the airspace designation for Federal Airway V–216 by realigning the airway from the Peck, MI, Very High Frequency

Omnidirectional Range/Tactical Air Navigation (VORTAC) facility to the Toronto, ON, Canada, VORTAC via the Waterloo, ON, Canada, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME). This action is necessary to realign the airway from the United States into Canadian airspace.

EFFECTIVE DATE: 0901 UTC, February 2, 1995.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP–240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–9255.

SUPPLEMENTARY INFORMATION

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the airspace designation for VOR Federal Airway V–216 from the Peck, MI, 084° and the United States/Canadian border to Toronto, ON, Canada, via Waterloo, ON, Canada. Canada has completed restructuring their internal airspace system that affected several Federal airways within the United States. This action is necessary to realign the airway from the United States into Canadian airspace. I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary, because this action is a minor technical amendment in which the public is not particularly interested. Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The airway listed in this document will be published subsequently in the Order.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854; 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6010(a)—Domestic VOR Federal Airways

* * * * *

V–216 [Revised]

From Lamar, CO; Hill City, KS; Mankato, KS; Pawnee City, NE; Lamoni, IA; Ottumwa, IA; Iowa City, IA; INT Iowa City 062° and Janesville, WI, 240° radials; Janesville; INT Janesville 076° and Muskegon, MI, 252° radials; Muskegon; Saginaw, MI; Peck, MI; INT Peck 084° and Waterloo, ON, Canada, 262° radials; Waterloo; INT Waterloo 057° and Toronto, ON, Canada, 278° radials; to Toronto. The airspace within Canada is excluded.

* * * * *

Issued in Washington, DC, on December 21, 1994.

Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95–75 Filed 1–3–95, 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Part 2

[Docket No. RM93–23–000]

Project Decommissioning at Relicensing; Policy Statement

Issued December 14, 1994.

AGENCY: Federal Energy Regulatory Commission.

ACTION: Policy statement.

SUMMARY: The Federal Energy Regulatory Commission (Commission) is adopting a policy statement that addresses its authority to issue or deny new hydropower licenses at the time of relicensing, and its authority over the decommissioning of a licensed project when no new license is sought or a new license is rejected or denied, as well as pre-retirement planning and funding. The Commission stated that it has the authority to deny new licenses to hydroelectric projects when existing licenses expire. Such action would occur if the Commission concluded that the project, no matter how conditioned, could no longer meet the comprehensive development standard of the Federal Power Act. In the great majority of cases, decommissioning is likely to result from a license holder's desire to abandon an uneconomical facility rather than the Commission deciding it should be closed. The Commission also concluded that its authority over decommissioning extends to determining what project features, beyond the turbines and generators, should be removed, if the project is decommissioned. In issuing future licenses, the Commission may require that funding for decommissioning be provided in certain circumstances.

EFFECTIVE DATE: February 3, 1995.

FOR FURTHER INFORMATION CONTACT: Joanne Leveque, Office of the General Counsel, Federal Energy Regulatory Commission, 825 N. Capitol Street, NE., Washington, DC 20426, (202) 208–0961.

SUPPLEMENTARY INFORMATION: In addition to publishing the full text of this document in the **Federal Register**, the Commission also provides all interested persons an opportunity to inspect or copy the contents of this document during normal business hours in room 3104, 941 North Capitol Street, NE., Washington, DC 20426.

The Commission Issuance Posting System (CIPS), an electronic bulletin board service, provides access to the texts of formal documents issued by the Commission. CIPS is available at no charge to the user and may be accessed using a personal computer with a modem by dialing (202) 208–1397. To access CIPS, set your communications software to 19200, 14400, 12000, 9600, 7200, 4800, 2400, 1200 or 300bps, full duplex, no parity, 8 data bits, and 1 stop bit. The full text of this document will be available on CIPS for 60 days from the date of issuance in ASCII and WordPerfect 5.1 format. After 60 days the document will be archived, but still